

MONTANA AERONAUTICS COMMISSION NEWS LETTER

August, 1961



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Former R.C.A.F. Flier is New F.A.A. Inspector at Helena



W. J. (Bill) Cantwell arrived in Helena July 3 to assume his duties as Operations Inspector for the Federal Aviation Agency.

Mr. Cantwell was a Royal Canadian Air Force pilot from 1940 until 1942. He served with the U.S. A.A.F. in North Africa and Europe from 1943 until 1945. In 1949 and 1950 Uncle Sam called him back to help on the Berlin Air Lift. During 1951 and 1952 he helped initiate the North Atlantic Run to Thule and on to Japan.

Prior to coming to Helena, Bill held positions in FAA General Aviation District Offices in Oklahoma City, Atlanta and Birmingham.

Bill is a native of Worcester, Massachusetts. He and his wife, Freda, and two children, Susan and Roger, reside at 729 North Warren in Helena.

In our position we wouldn't think of recommending bribery; but, if you're having a hard time flying that up-check, Bill is an avid outdoorsman—who knows what a trip into the back country might do?

Coming Aviation Events

Sept. 3—Air Show, Dillon Airport Dedication.

Sept. 4—Mineral County Airport Dedication at Superior, Montana.

Sept. 9-10—Montana Pilots Association Fall Fly-In, Indian Trail Lodge, Ox-Bow Air Strip. Get together for early birds evening of the 8th. Bring tie-downs.

Sept. 17—Fly-In, Columbus Airport Dedication.

Sept. 23-24—Fifth Annual Billings Air Fair sponsored by Billings Junior Chamber of Commerce.

Oct. 7-14—Annual All Texas Air Tour—Contact Texas Air Tours, 307 Walton Bldg., Austin, Texas.

Oct. 9-15—AOPA 1961 Plantation Party at the Tides, LaPlaya and Admiral Hotels, St. Petersburg, Florida. Contact A. H. Frisch, Adv. Dir., AOPA, Washington 14, D.C.

Oct. 8-9-10—Silver Anniversary—International Northwest Aviation Council—Spokane, Washington.

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August, 1961

Notice To Pilots

Several incidents have been reported to this office of instances in which sightseeing aircraft have interfered with operations pertaining to fire control over and adjacent to forest fire areas.

We had similar instances reported during and immediately following the Yellowstone Park earthquake, and it is requested that all pilots who are not officially engaged in the actual operations refrain from flying adjacent to forest fire areas and use extreme caution in flying in areas where borate aircraft are loaded and enroute to fires.

Radio Frequencies For Helena Tower

TOWER TRANSMIT AND RECEIVE

118.3mc—Primary Civil VHF Local Control.
121.5mc—Emergency VHF (Guard).
121.9mc—Ground Control VHF.
243.0mc—Emergency UHF (Guard).
257.8mc—Primary military UHF Local Control.
348.6mc—Military Ground Control UHF.

TOWER TRANSMIT ONLY

278kc—Primary Local Control—Low Frequency.
117.9mc—VOR Frequency—For use in emergency or only when aircraft unable to receive any other tower frequency.

TOWER RECEIVE ONLY

122.5mc—Secondary Civil VHF local and/or Ground Control for aircraft unable to use 118.3mc or 121.9 mc two-way simplex.

Prior to 1909, no two aeroplanes of identical design existed in America.

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**MONTANA AERONAUTICS
COMMISSION**
Box 1698
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* * *

R. J. (Dick) Munroe, Editor

**Airport Traffic Control Tower
At Helena Will Be
Commissioned August 28, 1961**

On August 28, 1961, the new Airport Traffic Control Tower, operated by the Federal Aviation Agency, will be commissioned at Helena's City-County Airport.

Initially, the tower will be in operation for only a 16-hour daily period, from 6:00 a.m. until 10:00 p.m.

The service provided by this control tower is, of course, designed to promote a safer, more expeditious flow of air traffic on and in the vicinity of the airport. Studies have shown that the amount of air traffic at the City-County airport has met the criteria established by FAA for the inauguration of airport traffic control service.

The official ceremonies dedicating the new tower will commence at 11:00 a.m., August 28. The control tower will have "Open House" from 12:00 noon until 4:00 p.m. The public is cordially invited to visit the tower, inspect its appointments and observe its operation during this period.

FAA personnel staffing the facility include a Chief Controller, or Tower Chief, and six Controllers.

Lowell D. Blanton, with twenty-four years of Federal service, twenty of which have been with FAA and its predecessor agency, the Civil Aeronautics Administration, is the Chief Controller. Mr. Blanton's prior service has included numerous towers and other facilities ranging throughout the

Midwest, Southwest, most Western states and Alaska. His most recent assignment was at the combined Tower/Radar facility at Ogden/Hill Air Force Base, Utah. Prior to that he served three years in the Tower/Radar facility at the huge atomic installation, Kirtland Air Force Base, Albuquerque, New Mexico.

Mr. Blanton is married, has three children, a native of Texas, and is a Commercial Pilot. His hobbies include hunting, fishing and many other outdoor activities. When time and the mood permit, he writes fiction. His work has appeared in *Atlantic*, *The O. Henry Awards* and other literary publications.

The Controllers come from throughout the west and bring with them a wealth of air traffic control experience.

C. Burton Batchelor, born and reared in Great Falls, returns to Montana from two years service in the San Francisco International Airport tower, one of the world's busiest. He began his career in air traffic control in the U. S. Navy, San Diego, California. Mr. Batchelor is married and has two children.

Glen T. Childs, a long-time resident of Helena, has transferred to the tower from the Helena FAA Flight Service Station, known to pilots as "Helena Radio." His service began with CAA/FAA in Easton, Washington in 1942, and except for this service, a short period at Livingston, Montana, and military duty from 1943 to 1946, he has been continuously in Helena. Mr. Childs is widely known in Montana for his additional service as Vice-Chairman and Secretary, Helena Hangar, Montana Pilots Association and Public Information Officer, Montana Wing, Civil Air Patrol. Mr. Childs is married, has one child, and is a Private Pilot.

Robert C. Hitchcock, a native of San Jose, California and late of the tower in that city and the FAA radar facility at Moffett Naval Air Station, has been with FAA nearly five years. In addition to being involved with a great number of airplanes in the "Bay Area," he too has found time to hunt, fish and tinker with guns and his favorite "hand loads." He is married and has two children.

Richard E. Price has just completed two years of exacting control work in the FAA tower, Stapleton Field, Denver, Colorado. Stapleton Field is considered by controllers as one of the really "hot" towers in the Western Region. Born in South Dakota, Mr. Price spent four years in the U.S. Air Force. He attended school in Hardin, Montana, and brings a wife and infant son to Helena.

Dalton F. Sessions, also from Denver Tower, will report shortly with his wife and two daughters, one of whom will be less than a month old when the tower is commissioned.

Prior to his Denver assignment, Mr. Sessions had the unique job of controlling all civil turbojet aircraft during their certification flight tests at the Air Force Flight Test Center, Edwards Air Force Base, California. Following his early years in Flint, Michigan, he began his air traffic control career in the U.S. Air Force.

James M. Taylor, born and educated in Denver, Colorado, gained his initial control experience in the U.S. Air Force. With FAA since early 1959, he comes to Helena from the combined Tower/Radar facility, San Jose and Moffett Naval Air Station, California. With him he brought his lovely wife, Peggy, and an enormous German Shepard named "Andy." Jim fishes, of course, builds model airplanes and takes considerable pride in his ability with a few chunks of hickory charcoal, some barbecue sauce and a couple of pounds of Montana beef.

The tower personnel join a distinguished group of other Helena FAA employees, headed by Mr. Wilson B. Bartlett, Chief of the Flight Service Station, Mr. Lee Mills, Acting Supervisor of the General Aviation District Office, and Mr. Lyle H. Conner, Chief of the Electronics Technician department.

The commissioning of this new facility and service is but another step forward in the ever-increasing tempo of air transportation in our State and Nation.

August 15, 1935—Will Rogers and Wiley Post were killed in a take-off crash near Point Barrow, Alaska.

Operator's Corner



Mr. John Burns, owner of Burns Flying Service at Sidney, Montana. Burns flies the Aztec as Executive Pilot for Caterpillar.

Operator of the month is Mr. John Burns, owner of Burns Flying Service at Sidney, Montana.

John started flying in 1939 at Kalispell. During 1942 and 1943 he instructed Civilian Pilot Training cadets in Oregon. From 1944 until 1946 John served with the Army Air Forces Ferry Command. He flew out of Long Beach, Great Falls, St. Joe, and over the "Hump" out of India to China.

After Uncle Sam released John in 1946 he returned to Kalispell and worked for the State Highway Department and did some part-time flying.

In 1947 John moved to Sidney and started his present flight operation. He is also airport manager.

He and his wife, Milly, have four children: Linda, a sophomore at Montana State College; Tanna, a freshman at Eastern Montana College; Bonnie, 16; and Randy, 8.

Burns Flying Service specializes in agricultural work which John says has been "awful good to us," but they do offer the other services of a progressive flight operation: fuel, maintenance, ground and flight school instruction; charter and storage.

We didn't ask John what he did

in his spare time. Running a flight service, managing an airport, acting as executive pilot for Caterpillar plus having two daughters in college would seem to make that question unnecessary.

Teachers Tour Geological and Conservation Points of Interest by Air

Mary Jo Janey, Aviation Education Supervisor

Polson airport in the Flathead Valley was the scene August 12 of the annual aerial tour of the University of Montana Conservation Workshop in session at Yellow Bay Biological Station on Flathead Lake. Annually, area pilots donate their time and planes for this air lift, which tours conservation and geologic points of interest in the upper Flathead Valley. In little more than an hour's time the class observes features over a route of 120-130 miles.

Unicom is used by the leader of the workshop to point out and explain various locations; thus each person on the flight is given what amounts to a personally guided tour and lecture. Light planes are particularly adapted to this type of tour, as the good visibility and low-altitude maneuverability enables the sightseers to view objects of interest without difficulty.

For most of the twenty teachers taking the tour, this was a first flight and without exception their comments were very enthusiastic, both about the flight itself and the unparalleled means of seeing large areas in a short time.

Jimmie Kuhn and Emil Olson of Missoula made the contacts with the following pilots of the planes: Emil Olson and Mac Johnson, Missoula; Glen Timm, Oliver Dupuis and Ed Baldwin, Polson; Lyle Dupuis, Pablo; and John Vance and Major Bill Decker of Helena, Civil Air Patrol.

Dr. James Gebhart, Montana State University, is the director of the Conservation Workshop.

Windsocks

The Montana Aeronautics Commission has 24" standard white wind socks for sale at \$8.00 each.

Congratulations!



Certificates Issued Recently To Montana Fliers

Angstman, Paul Thomas, Havre, Student.

Gifford, O. D., Chester, Student.
Ward, Suzanne W., Clyde Park, Instrument Rating.

Engels, Robert V., Missoula, Student.

Turner, Richard W., Polson, Private.

Coward, George R., Anaconda, Student.

Hunt, Howard J., Troy, Student.
Borchers, Dean C., Great Falls, Student.

Prinzing, Lee E., Great Falls, Student.

Little, Guy R., Great Falls, Student.

Cummings, Donald A., Great Falls, Private ASEL.

Mitchell, Harry B., Great Falls, Added AMEL & DC-3 to ASEL, Instrument and rotorcraft.

Baltrusch, James L., Havre, Student.

Miller, J. Austin, Kalispell, Student.

Gralow, William R., Great Falls, Student.

Guinan, Donald W., Norris, Powerplant Mechanic.

Dobbs, Larry D., AFB Great Falls, Student.

Cole, Earl M., Bozeman, Student.
Tingey, Jack W., Bozeman, Student.

Jones, Junis W., Bozeman, Student.

Moss, Martin G., Missoula, Student.

Dunlap, Robert L., Great Falls, Private ASEL.

Mills, William T., Helena, Added Rotorcraft to Com. ASEL & Instrument.

A farmer collared a veterinarian at the corner store and tried to snaggle some free advice. "I've got a funny horse," he explained. "Sometimes he has a bad limp. What should I do?"

The vet snapped, "The next time he walks normally, sell him."

Director's Column

CIVIL DEFENSE

I know that you and I both find it difficult to realize or accept the fact that we are living in critical times. Organized groups of people may attempt to terminate our very existence with an objective of controlling and dominating all of the peoples of the world.

It is human nature to not believe things that impose an unacceptable problem, or things that we do not want to believe. The critical situation today, with numerous incidents increasing world tension, has stimulated an awareness on the part of people in our government and at state level of a need to take a very hard look at ways and means by which some of us may be able to survive in case of an enemy attack, with nuclear weapons, occurring without warning.

Governor Nutter has held two meetings with the heads of State Departments at which time these Department heads have been briefed on immediate things which should be brought to the attention of all of the people and agencies in our State.

I have been associated with Civil Defense since it was organized, acting as Deputy State Director, until recently when the requirements of this position exceeded the time I could devote to this work. However, I am delegated the responsibility of directing the use of Civil aircraft in Montana in Civil Defense planning and Civil Defense operations.

It is impossible to familiarize ourselves with or plan specifically for the exact problems involved in case of enemy attack. A definite plan of using available facilities is important and in reviewing the civil defense plan at various levels, the immediate reaction is that we have repeated duplication of organization and planning. The problem involved requires such a procedure. There are four civil defense plans or four phases of the civil defense plan to be used as a guide by the civil population.

1. One plan involves the organization, nationwide, of making use of available facilities and rendering aid to persons living in areas

which have been subjected to nuclear attack and radiation effect.

2. One plan involves the organization, at state level, of making use of facilities and rendering aid to persons living in areas which have been subject to nuclear attack and radiation effect. This plan, in addition to the above quoted plan, provides for mutual aid between states and between state agencies.

3-4. A similar further breakdown of the civil defense planning provides for a county and a fourth level provides for a community plan. It might also be said that the same principal would apply for a neighborhood and family plan in which responsibility for mutual aid is delegated to the people in a designated neighborhood, or persons within a family.

The above seems and is very complicated but basically the problem is that if our national government administration is paralyzed or destroyed due to immediate attack, it then becomes a responsibility of the state administration to direct civil defense operations within and between the states until national government can again function and so on down the line. These segments of the civil defense planning are necessary in view of the present highly organized way of life in which we very specifically depend on high organized communications and transportation in our every day living. In case of enemy attack, the various levels of government would function in directing civil defense and recovery at the highest level which has not been incapacitated. With some thought, I believe, you can recognize the way in which our civil defense plan has been devised.

In Montana the use of aircraft is covered in the Montana Operational Survival Plan. A copy of this plan is in the files of each County civil defense director. Reference is made to the plan, Appendix 1 to Section 3 of Annex G on Transportation, Page 245 through Page 253. It may be noted that the State of Montana has been divided into 14 districts and these districts coincide with the same areas that are shown on the Montana State Aeronautics chart for the Montana Aeronautics

Commission search and rescue organization.

The search and rescue coordinators in each district who have been delegated by the Montana Aeronautics Commission to direct aircraft search and rescue operations in these respective districts serve in the same capacity in the directing of aircraft in civil defense operations in these districts and these coordinators will cooperate with the county and state civil defense personnel and officials.

An important factor in the matter of civil defense is fallout and radiation. Very few of us are familiar with the characteristics of fallout material or the way in which certain specific areas may be contaminated, imperiling the safety and lives of all people within those areas. Contamination or exposure to fallout material can be dealt with if people have sufficient knowledge of the characteristics of radiation.

It is strongly urged that you carefully read the following instructions and information, and it is recommended that you obtain from your county civil defense director copies of the publications herewith listed and take the time to read these publications and instruct the members of your family to also familiarize themselves with the material contained in the publications. Reference is made to the following list of names and addresses of your county civil defense directors:

SIX STEPS TO SURVIVAL

SHELTER: The ultimate is to have a family fallout shelter. However, by utilizing your basement with sandbagging of windows and placing dense material overhead, this will give considerable protection from fallout radiation.

FOOD AND WATER: Have two weeks supply of food and water on hand. Food should be pre-cooked or require very little cooking. Have $\frac{1}{2}$ gallon of water per person per day for 14 days.

FIRST AID: Have an emergency first-aid kit and know how to use it, as it is possible that doctors will not be available.

CONELRAD: Have a battery operated portable radio, preferably transistorized, with spare batteries for the purpose of tun-

ing to 640 or 1240 to receive instructions and information.

KNOW YOUR WARNING SIGNALS AND COMMUNITY PLAN: Steady blast, three to five minutes is an attack alert. Wailing tone or short blast for three minutes means take cover immediately to the best available shelter. Know your community plans. (Contact your local civil defense director.)

EVACUATION: Have at least $\frac{1}{2}$ tank of gas in your car at all times and have an evacuation kit to include food, water and first-aid kit either in or near by.

For further details, contact your local civil defense director for the following publications:

Family Fallout Shelters. Emergency Sanitation at Home. Facts About Fallout. Home Protection Exercises. First-Aid and Emergency Kit. Fire Fighting For Householders.

You, as a pilot, are an important person in the resources of our country and a situation could very well occur in which our light aircraft are the most important instrument we have in rendering assistance and in organizing survival after enemy attack. You have a responsibility to yourself, your family, and to your country to be informed on your civil defense plan and on radiation effect. It is suggested that you contact your county civil defense director for additional information that you may desire on this subject.

—Frank W. Wiley



"AND THAT INSTRUMENT SHOWS WHEN THE NEXT PAYMENT IS DUE"

County Civil Defense Directors

COUNTY	NAME	ADDRESS
Beaverhead	Edward A. Swetish	Dillon
Big Horn	Roy Riley	Hardin
Blaine	Dan Hay	Chinook
Broadwater	Jack Foster	Townsend
Carbon	Edgar Gruel	Joliet
Carter	Robert L. Peabody	Ekalaka
Cascade	Charles Follick	Civic Center
Chouteau	John Saksa	Great Falls
Custer	W. G. Perkins	Fort Benton
Daniels	A. Haburchak	Miles City
Dawson	Vurr Cady	Scobey
Deer Lodge	C. S. Gorr	Glendive
Fallon	Terry Cameron	222 W. Park
Fergus	Charles Cerovsky	Anaconda
Flathead	Ralph Sleator	Baker
Gallatin	Don J. Skerrit	110 2nd Ave.
Garfield	Jim Viall	S., Lewistown
Glacier	Wayne Ford	925 3rd Ave.
Golden Valley	E. J. Dove	W., Kalispell
Granite	Wm. H. Moore	Bozeman
Hill	Fred A. Aller	Jordan
Jefferson	Geo. E. Paradis	Cut Bank
Judith Basin	C. A. Loberg	Ryegate
Lake	Mrs. R. E. Wiedman	Philipsburg
Lewis & Clark	E. J. Cottingham	Havre
Liberty	D. A. Robertson	Boulder
Lincoln	Lloyd Brooks	Stanford
Madison	John Breitbach	Polson
McCone	Harry Cameron	c/o Fire Dept.
Meagher	Wm. J. Daigle	Helena
Mineral	John Steele	Chester
Missoula	Tom Steen	Libby
Musselshell	Jim McGuire	Virginia City
Park	R. E. Clausen	Circle
Petroleum	Mrs. M. Ullom	Martinsdale
Phillips	T. G. Williams	Alberton
Pondera	Dan Mizner	1129 Jackson
Powder River	A. J. Dolatta	Missoula
Powell	M. Sullivan	Roundup
Prairie	H. Sissel	Livingston
Ravalli	R. E. Coffey	
Richland	M. B. Nies	
Roosevelt	P. K. Harlow	
Rosebud	Tom Darland	
Sanders	Cole Sullivan	
Sheridan		
Silver Bow		
Stillwater	Paul Kober	Malta
Sweetgrass	K. G. Thompson	Conrad
Teton	W. E. Partlow	Broadus
Toole	A. F. Klingler	Deer Lodge
Treasure Valley	G. A. Stewart	Terry
Wheatland	R. Brewington	Stevensville
Wibaux	L. F. Priess	Sidney
Yellowstone	Glenn Gibson	Wolf Point

Federal Aviation Agency Seeks Bid on General Aviation Airborne Radar Beacon

FAA called for bids July 25 on a general aviation airborne radar beacon with altitude reporting capability. It wants "Small Lightweight Altitude Transmitting Equipment" (SLATE) that can respond to a ground-based interrogation pulse with a signal reporting altitude in 500-ft. increments from at least 10,000 feet down to sea level. Range must be "up to 50 miles."

FAA said it also must be capable of being "mass produced at a minimum cost compatible with the weight, power drain and power source allowable in small, lightweight aircraft."

Letters

"... I would like to add a small opinion on the "Out Go L/MF Ranges." Although I do not fly this area, I recall how much appreciated hearing that range signal was when flying mountains in British Columbia, Canada.

The FAA must also realize that many Canadian visitors who fly across country either via north or south of the border, do not have the convenience of High Frequency radio and omni range..."

Mrs. V. Hoffman
Modesto, California

* * *

This is to advise you that I and my partner, Norman W. Rasmussen, are now putting in a flight operation here in Culbertson from which we will serve the four northeast counties of Montana; namely, Roosevelt, Daniels, Sheridan and Richland. We have a Cessna dealership for this area.

We will specialize in student instruction and Cessna aircraft sales throughout the dealership area. We also will offer a complete flight service.

* * *

This airport is under County supervision. The County Commissioners and County Airport Board have been most cooperative and things are shaping up nicely.

We expect shortly to have new office facilities and rest rooms and also a cleanup of the whole airport.

There are several old broken down hangars, etc., that are going to be removed and new gasoline facilities installed.

We will have both 80 & 100 octane fuel available and someone here at all times to service ships.

We would like to make application at this time for a Unicom as soon as you have one available and also for a new windsock.

* * *

It will be a pleasure to have you stop in whenever you are over in this area and please be assured that you may expect our fullest cooperation at all times.

Arnold Fredriksen
Modern Aire Flight Service

August 29, 1909, Glenn H. Curtiss won the speed tests in Rheims, France, at an average speed of 46.5 m.p.h. over a 20 kilometer course.

Airports on the Pan

by T. Mark Radcliffe
Airport Administrator

House of Representatives has passed its version (HR 8102) of the Federal-Aid Airport Bill. The Senate Bill (S 1703) has been reported by the Senate Commerce Committee and is now ready to be brought to debate. Senate approval is anticipated; the real struggle is expected to occur when conferees from the two houses meet to settle the differences between the two bills. The chief difference—a very significant one—is on the question of "back door spending." In this case, it is a matter of whether or not the Federal Aviation Administrator will continue to have authority to obligate money without a project—by—project review by the Congressional Committees on Appropriations. The House Bill requires that no money be obligated without prior approval in an appropriations bill. The objection to this procedure is that it would inhibit long-range programs by making all grants subject to annual Congressional review. Sponsors of the House bill have attempted to answer this objection by providing for "forward funding"; that is, appropriations could be made by 2, 3 or even 5 years in advance, provided that the Appropriations Committees are convinced that such advance appropriations are in the public interest. The Senate bill would continue the present "contract authority" arrangement.

Other Provisions of the House bill:

1. Authorizes \$375 million in airport construction grants over a 5 year period. This includes \$66.5 million per year for projects in the 50 states, to be apportioned on the same formula contained in present law; \$1.5 million per year for projects in Puerto Rico and the Virgin Islands; and \$7 million annually for a new program of aid for general aviation (off-airline) airports.

2. Requires the Federal Aviation Administrator to announce by January 1 of each year the airport development program he intends to undertake during the following fiscal year. The object is to give project sponsors six months of lead-time.

3. Provides that State apportionments unused after two years shall revert to the Administrator's discretionary fund. At present, such funds are reapportioned, 75 percent divided among the States by the apportionment formula and 25 percent going to the discretionary fund.

4. Requires the Administrator to withhold approval of a project which does not make provision for the installation of certain landing aids. This provision, in effect, provides for a minimum standard for landing aids.

5. Puts an end to Federal-aid for airport building construction, except for housing essential safety facilities or activities.

6. Authorizes the Administrator to approve Federal payment of up to 75 percent of the cost of installing in-runway lighting, high intensity runway lighting, and runway distance markers. The maximum allowable is now 50 percent.

I Am A Good Spray Pilot

(Stolen from Burns Flying Service, Sidney)

1. I wear a hard hat.
2. I don't drink hard liquor.
3. I don't smoke in the cockpit.
4. I go to bed when I get a chance and sleep.
5. I wash all insecticides off myself promptly.
6. I check my airplane before flying it.
7. I check my cockpit for loose objects.
8. I keep my airplane clean.
9. I brief my flagman thoroughly before each job and fly the perimeter of each field.
10. I fly my airplane in a safe manner.
11. I tie my airplane down before leaving it out in the field and lock the controls.
12. I don't land down wind.
13. I don't spray farm yards and trees.
14. I HATE THE BOSS.

An unusually understanding wife received a call from the town's gossip. "I feel it is my duty to tell you that I saw your husband at the beach", she reported, "with a very attractive blonde on his arm."

"Well, what would you expect him to have on his arm at his age?" the wife snapped, "a pail and shovel?"

MPA FALL FLY-IN SEPTEMBER 9-10

C. D. Markle of the Fall Fly-In committee has come up with a novel idea for publicising the location of the Fall Fly-In. If everyone really gathers their wits about them and works the Fall Fly-In crossword puzzle, they will come out with the location at which this flying activity will be held. C. D. is also supplying headings from various locations in the state from which you can navigate to get to the spot.

There is a fine new airstrip located at the site of the fly-in and I understand that the proprietors are planning a royal welcome for all who attend. The fly-in will be held on the 9th and 10th of September and there will be a get-together on the evening of the 8th for the early bird arrivals.

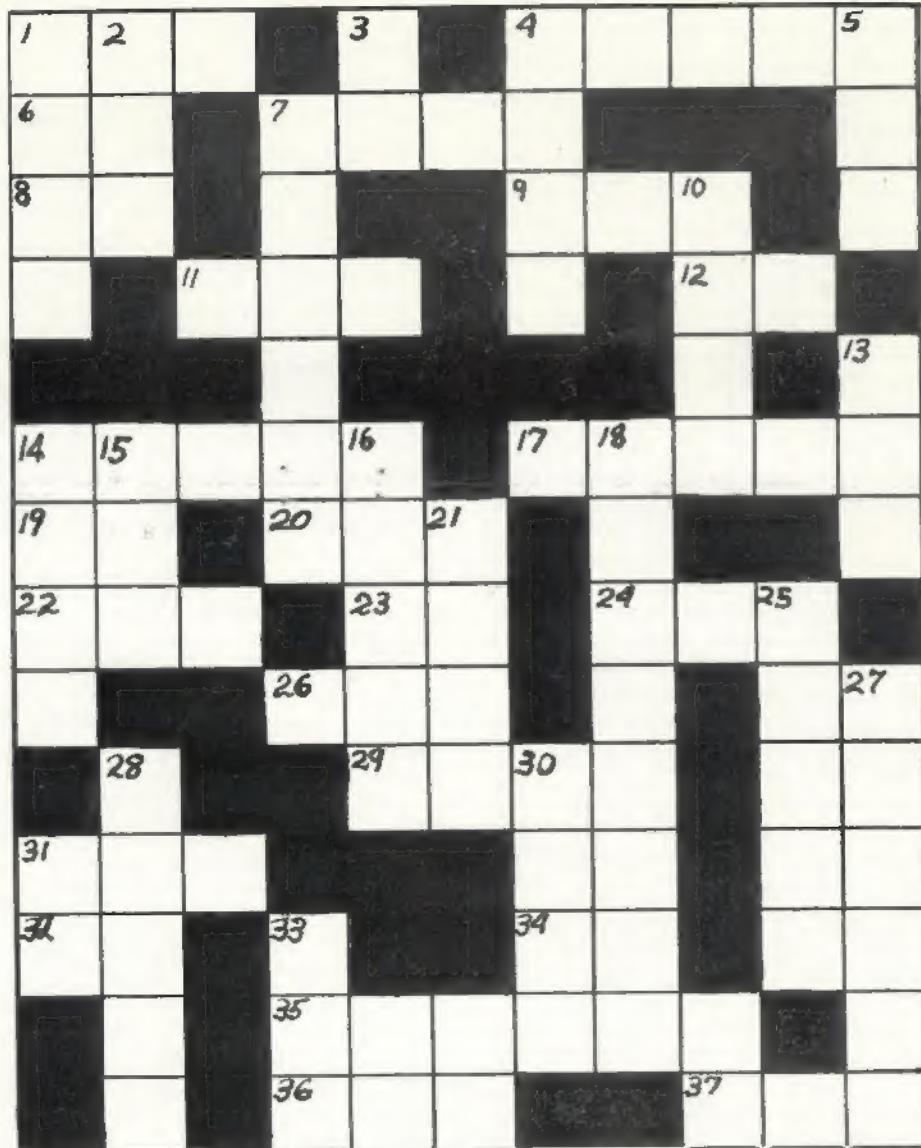
Be sure and bring your tie downs and be prepared for a good time at this scenic beauty spot. See you at the Fly-In.

Fly safely and often.

Mark Etchart, President
Montana Pilots Association

ACROSS:

1. Name of song: "Sweet_____"
4. When you cross control the airplane_____
6. Abbreviation for "Oh hell."
7. M.P.A. President's first name.
8. Before V.H.F.
9. Approach used on an instrument landing.
11. Used with arrows.
12. Animal before tractor.
14. Jet used during Korean war.
17. Immediate past president's first name.
19. Abbreviation for Police Department in Two Dot.
20. What Beech Bonanzas do but their owners say they don't.
22. Condition other than VFR.
23. Builder of P51 (Abbr.)
24. Without a Jeppesen you use a _____ to navigate.
26. Who controls radio.
29. Throttle back—gear up—you hear the _____.
31. When you miss your ETA you log your _____.
32. When weather is zero-zero you must make an _____.
34. True course with wind gives you _____.
35. Cessna spelled backwards.
36. Abbr. for British Air Transport.
37. When it ain't I.F.R. it's_____.



DOWN:

1. What Scott said when Mark offered \$20,000.00 for his 180.
2. After LF came VHF; after VHF came _____.
3. Prefix to most Piper airplanes_____.
4. Too much rudder in a turn _____.
5. What all pilots crave.
7. It's a mite but the first name is _____.
10. Flying alone.
13. What A.T.A. should have been.
14. Stall with full rudder.
15. Radio that homes on thunderstorm.
16. Most ranchers live on a _____.
18. What kind of an airplane does Comanche Sam fly?
21. Biplane—not mfg. any more but still about.

25. Mfg. of Comanche Sam's airplane.
27. You don't find _____ pedals on an Ercoupe.
28. Without air speed you _____.
30. What leaves the ship when it's sinking?
33. The trim _____ makes it easier.
- To find Fall Fly-In Airport:

12 across
11 across
16 down

Downed Pilot: Why do you look at me so intently?

Cannibal: I am the food inspector.

* * *

Instead of just knocking, why can't opportunity kick down the door? Temptation does.

Rules Planned for Sky Divers

Several changes in the Civil Air Regulations governing intentional parachute jumping are in the offing as the sport becomes a more widespread pastime.

FAA Administrator Halaby made the statement after completing his first jump in the company of members of the Massachusetts Sport Parachuting Commission, at Orange, Mass. He bailed out from 2,500 feet and landed within 10 feet of the target.

In referring to the need for regulation, the Administrator said that in 1956 only 238 known sports jumps were recorded. In 1960 an estimated 40,000 took place, which resulted in a number of casualties and numerous complaints to the FAA. He hoped, however, that parachuting could grow as a sport under the proper conditions.

"You can't ski across highways or shoot rifles in parks," Halaby pointed out. "But these sports flourish because they are done in the right places under the right conditions. Sky diving will have to do the same."

One of the basic rule changes would hold the parachutist responsible for injury to persons and property on the ground,

rather than the pilot of the aircraft who is presently responsible under the CARs. Other rules would prohibit a parachutist from jumping—other than in emergencies—over any congested areas, over open-air assemblies, through clouds or at night. Sports jumps would also be forbidden in controlled airspace within five miles of an airport unless authorized beforehand as part of a carefully planned and supervised program.

On the other hand, a rule change has been proposed to permit the jumper to pack his own chute for test, training, exhibition or sports use. The emergency chute, however, would still have to be packed by a certified rigger.

Parachutists as well as other interested people are invited to submit comments on the proposed rules. (FAA Aviation News)

When her aunt took sick a young lady offered to collect her salary for her. On the way home a purse-snatcher grabbed her purse. The young lady ran to the nearest policeman.

"Stop that man!" she pleaded. "He stole my aunt's pay!"

"Lady," said the cop, "if you'll stop talking pig Latin, maybe I can help you."

WANTED: Cessna 170B, 135 or 150 Piper Tri-Pacer. Any condition. State exact condition, location and lowest cash price first letter. Wayne Edsall, Box 680, Bozeman, Montana.

FOR SALE: 1949 Aeronca Sedan 15AC metal wings & fiberglass fuselage. 1,374 total hours with zero time on majored C-145-2 engine. Has T & B S.A.—R of C—Stall warner—LF, VHF radio. New headliner and carpet, front seats reupholstered. \$3,000. Would trade down. E. H. Mielke, Box 564, Harlowton, Montana.

FOR SALE: 135 hp Piper Super Custom Tri-Pacer—Super Homer—clean—recovered—900 TT—asking \$3,750. Hugh McNamer, Box 685, Cut Bank, Montana. Ph. CR-8-2930.

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Attention Aeronca Owners

Cracks have been found in the wing lift strut fittings on Aeronca Model 15 series aircraft. You could lose a wing. Check recent Airworthiness Directives.

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